CHAPTER 167. PROCESS THE APPLICATION OF A DOMESTIC REPAIR STATION FOR APPROVAL UNDER EUROPEAN AVIATION SAFETY AGENCY PART 145

SECTION 1. BACKGROUND

1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.

A. Maintenance: 3377, 3669, 3771

B. Avionics: 5377, 5669, 5771

2. OBJECTIVE.

A. This guidance details how a Federal Aviation Administration (FAA) Title 14 of the Code of Federal Regulations (14 CFR) part 145 certificated repair station located in the United States (U.S.) and subject to the terms of the Bilateral Aviation Safety Agreement (BASA) and maintenance implementation procedures (MIP) concluded between the United States and certain European countries may qualify to be approved in accordance with European Commission Regulation (EC) No. 2042/2003, annex II, Part-145 (hereafter referred to as European Aviation Safety Agency (EASA) part 145). This chapter consists of three sections:

- Section 1, Background
- Section 2, Initial/Amendment Procedures for EASA Part 145 Approval
- Section 3, Procedures for EASA Continuation Approval

B. EASA is solely responsible for issuing foreign approval outside the European Community. All existing U.S.-based Joint Aviation Authorities (JAA)/Joint Aviation Requirements (JAR) 145 acceptances were converted to EASA part 145 approvals as of November 28, 2004. Therefore, these are subject to obtaining continuation approval every 2 years from EASA.

C. EASA issues approval certificates, which do not expire but instead are issued for an indefinite period. The certificate holder will be required to demonstrate continued compliance. The EASA certificate number will reference EASA rather then the JAA, but the actual numeric part of the certificate will stay the same. For example, a repair station whose certificate was formerly JAA.4321 would hold the EASA certificate number EASA 145.4321.

3. GENERAL. On July 15, 2002, the European Parliament and the Council of the European Union (EU) adopted Regulation (EC) No. 1592/2002. This legislation required the adoption at the European Community level of binding, uniform aviation safety rules, initially in the fields of aircraft certification and maintenance. A proposed amendment to the regulation would add requirements for aircraft operations and flightcrew licensing. In addition, the legislation established EASA to oversee and enforce EU Member States' standardized application of the common rules and to carry out certain certification activities directly.

A. Creation of EASA Guidance Material. The JAA has actively participated in the transposition of JAA requirements into European Commission regulations. On September 24, 2003, Commission Regulation (EC) No. 1702/2003 was published, identifying airworthiness and environmental certification requirements (equivalent to FAA airworthiness engineering and manufacturing regulations). In the field of aircraft maintenance, Commission Regulation (EC) No. 2042/2003 on continuing airworthiness was published on November 20, 2003. It includes four annexes, which are informally referred to by the number of the JAR on which they were based:

- Annex I (part-M)
- Annex II (part-145)
- Annex III (part-66)
- Annex IV (part-147)

B. Future of the JAA. The JAA includes member authorities from countries that are not EU Member States or EU candidate members. Non-EU JAA members are not required to adopt EASA rules, guidance materials, certification specifications, or to rely on the findings of EASA to issue their own certifications. However, because key JAA members are now required to follow EASA rules on aircraft certification and maintenance, the JAA's role in these areas will diminish. Initially, the JAA will continue to carry out many of these functions under contract to EASA, such as Maintenance Aviation Standardization Team (MAST), and Maintenance International Standardization Team (MIST) visits. EASA will gradually assume leadership in these areas. In addition, EASA has joined the JAA, allowing EASA to participate in the JAA for the benefit of non-EU members. In the areas of aircraft certification and maintenance, the JAA will likely be reduced to a small governing body to make EASA decisions applicable to other JAA members. The latest information regarding the transition and EASA development is on the EASA Web site at http://www.easa.eu.int/.

C. Discussion: The New EU System and FAA's Bilateral Agreements.

(1) The FAA has concluded MIPs with its counterpart organizations under BASAs between the United States and France, Germany, and Ireland. These agreements allow the FAA to rely on findings made by French, German, and Irish aviation authorities during surveillance and provide the FAA with a recommendation for certification of 14 CFR part 145 foreign repair stations in their respective countries. At the same time, the MIPs allow all 25 EU members to rely on FAA surveillance of EASA-approved repair stations in the United States. Current EU member countries are: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Slovak Republic, Slovenia, Spain, Sweden, and United Kingdom.

(2) The parties to these agreements have agreed to continue to abide by the existing agreements with some revisions to the special conditions in the MIP. The United States is actively negotiating a new agreement with the European Community to replace the BASA/MIPs, as called for in the EASA regulation. However, the revisions to the special condition have resulted in some administrative differences, which require authorities and certificate holders to make minor adjustments to demonstrate compliance under the MIP. The FAA and EASA are not anticipating any major changes that will impact FAA and EASA U.S.-based domestic repair stations beyond what is currently covered in this guidance and EASA guidance material.

(3) EASA part 145 requirements, established by the European Commission, are similar to 14 CFR part 145. EASA part 145 has been adopted by all European Community countries as required by European law. EASA part 145 includes requirements that repair stations must comply with to qualify as an EASA-approved maintenance organization (AMO). EASA part 145 also includes a requirement specifying that the maintenance of all aircraft registered in the European Community countries that are used in commercial air transport operations must be performed by a maintenance organization holding an EASA part 145 approval.

(4) To access the EASA part 145 documents at http://www.easa.eu.int/home/index.html, follow these directions:

(a) On the left side of the Web page, click on "Maintenance."

(b) Click on the image of the American flag, which is labeled "EASA Part-145 Approvals for Organizations Located in the USA."

(c) Click on the image of the American flag labeled "Annex II – (Part-145) Foreign Part-145 Approvals (MOA)."

(d) Scroll down the page to see the links to EASA MIP-G, a list of U.S.-approved maintenance organizations, fees and charges, and so forth.

4. EASA PART 145 APPROVAL PROCESS. The EASA part 145 approval process provides for interaction between the applicant and the FAA during initial inquiry, EASA part 145 approval, and the continuation process. It ensures that the intended methods of compliance with EASA part 145 are reviewed, evaluated, and tested thoroughly. The EASA part 145 approval process consists of the following five phases:

- Preapplication Phase
- Formal Application Phase

- Document Compliance Phase
- Demonstration and Inspection Phase
- EASA Approval Phase

A. Preapplication Phase.

(1) Preliminary Inquiry. A repair station certificated under 14 CFR part 145 seeking to apply for initial approval or continuation approval under EASA part 145 should inform the Flight Standards District Office (FSDO) with certificate oversight responsibility of its intent to seek EASA approval under EASA part 145.

(2) Inspector Response. The aviation safety inspector processing a request for EASA part 145 initial approval or continuation approval should be the principal inspector (PI), principal maintenance inspector (PMI), or principal avionics inspector (PAI) for the applicant.

(a) Upon receipt of the preliminary inquiry, the inspector should send an instruction packet to the applicant that includes the following:

- European Aviation Safety Agency Guidance Material for the U.S./European Bilateral Aviation Safety Agreement (BASA) and Maintenance Implementation Procedures Guidance (MIP), referred to as MIP-G

(b) MIP-G describes the conditions the applicant must meet for EASA part 145 approval and contains an application for EASA part 145 approval. The application documents include:

- EASA Form 16, European Aviation Safety Agency, U.S.A. Repair Station application for initial/continuation/amendment of EASA Part-145 approval in accordance with the FAA/EASA MIP agreement
- EASA Form 9, FAA Status Report on EASA Approved FAR part 145 repair station or Application for EASA Approval
- A sample EASA part 145 supplement
- A document showing the repair station having a need for the EASA approval (see section 2, paragraph 5B(2) for need criteria)

NOTE: EASA forms are available electronically; Forms 9 and 16 are contained in MIP-G on the EASA Web page. (See EASA Web page address and directions in paragraph 5C(4).) Please note the Web page address and format may change without notice as EASA updates its Web site.

(3) Document Preparation/Preapplication Discussions. After the applicant has reviewed the information sent by the inspector, preapplication discussions may be held to resolve any questions the applicant has regarding the application package. Because the applicant already has a 14 CFR part 145 certificate, the inspector should be familiar with the applicant. Any questions regarding the preparation of the application may be resolved verbally. During preapplication discussions with a new applicant, the requirements for the completion of the EASA part 145 supplement to the applicant's repair station manual (RSM) should be discussed specifically. The applicant should be encouraged to use EASA MIP-G for guidance in developing the EASA part 145 supplement to its RSM. The applicant must fill out EASA Form 16, obtain evidence of its need for EASA part 145 approval, and prepare its own EASA part 145 supplement based on the sample contained in EASA MIP-G. The applicant must also make any required payments.

B. Formal Application Phase. To begin the formal application phase, the inspector will receive the applicant's completed EASA Form 16, EASA supplement, and evidence of need for EASA part 145 approval. The inspector should meet with the applicant after receiving the formal application package. All questions regarding the proposed operations as an EASA part 145 approved repair station, the formal application, and the EASA supplement should be resolved in this phase.

C. Document Compliance Phase. In this phase, the inspector thoroughly reviews the application and EASA supplement for acceptance or rejection. This review ensures conformity with applicable EASA part 145 requirements, special conditions, and safe operating practices. The inspector in the FSDO performs this phase. The inspector accepts the

supplement by providing the repair station with a letter of acceptance.

D. Demonstration and Inspection Phase. In this phase, the inspector verifies that the applicant's proposed procedures are effective and that its facilities and equipment meet FAA regulatory requirements and EASA special conditions before forwarding the application to EASA for approval. EASA special conditions can be found in Order 8300.10 Volume 2, Chapter 168, Evaluate an EASA Supplement to a Repair Station's Manual/Quality Control Manual.

E. EASA Approval Phase. Once the applicant has met the regulatory requirements of 14 CFR parts 43 and 145 and the EASA special conditions, the inspector will recommend EASA part 145 approval of the applicant on EASA Form 9. The inspector will send EASA Form 16 and copies of the applicant's 14 CFR part 145 certificate and FAA operations specifications (OpSpecs) to the EASA manager of application and certification for issuance of EASA approval certificate under EASA part 145. Once EASA receives a positive recommendation from the FAA and proof of initial fee payment, EASA will forward an EASA approval certificate to the repair station. The repair station should forward a copy of the EASA certificate to its respective PI. EASA approval is valid until it is surrendered, superceded, suspended, or revoked and as long as the 14 CFR part 145 air agency certificate remains valid. An EASA approval is subject to a continuation approval every 2 years from the date of initial approval.

5. EASA CONTINUATION APPROVALS. See section 3 for detailed procedures for inspectors.

A. Conditions for Continuing Approval. Continuation approvals are required every 2 years based on the date of initial approval. Continuation of a repair station's EASA part 145 approval depends on the repair station's efforts to meet the conditions for EASA approval, including compliance with 14 CFR part 145 and the EASA special conditions, evidence of need for the EASA approval certificate, and successful completion of regularly scheduled FAA inspections. The FAA and EASA must be satisfied that the repair station meets these conditions.

B. Repair Station Responsibilities in Seeking EASA Continuation Approval. For an EASA continuation approval, the repair station must submit EASA Form 16 in duplicate and evidence of its continued need for EASA approval at least 60 days before its continuation approval expires. The repair station should not submit a new EASA supplement if its current procedures and activities are reflected in its current supplement and the document has been submitted previously to the FAA for acceptance. (Guidance for evaluating an EASA supplement is in vol. 2, ch. 168). A repair station seeking EASA continuation approval should check that its EASA supplement reflects its current procedures and activities. Any changes will require a revision of the supplement and resubmission to the FAA. All documentation submitted by the repair station seeking EASA continuation approval, including, if appropriate, any amendment to its EASA supplement, should be sent to the supervising FSDO at least 60 days before the continuation approval is required. Unless significant changes have taken place since the repair station's last EASA continuation approval, this will ensure continuity of the repair station's EASA approval.

NOTE: The repair station must have a procedure in the EASA supplement to forward a copy of the EASA continuation approval letter to the FAA inspector.

C. FAA Policy and Information.

(1) Fees. The repair station should monitor the EASA Web site for future fees and address information. The repair station should not contact its local FSDO regarding fees. Any and all fees associated with EASA are not the responsibility of the FAA.

(2) EASA will send the repair station an invoice regarding Fees that are due payment. (EASA Regulation (EC) No. 488/2005 provides a fee schedule. Refer to the EASA Web site http://www.easa.eu.int.) Applicants should monitor the EASA Web site for future fees and address information. Applicants should not contact their local FSDO regarding fees; any and all fees associated with EASA are not the responsibility of the FAA.

(3) Occasionally, a repair station might fail to submit the appropriate documentation for continuation approval before its EASA continuation approval expires. The FAA and EASA have agreed that in these situations the EASA continuation approval may be allowed an extension of up to 60 days provided the repair station has demonstrated compliance with 14 CFR parts 43 and 145 and the EASA special

conditions. The FAA inspector may process the application in the same manner as if it were submitted on time with no additional action by either the inspector or the repair station. Beyond 60 days, the repair station would be required to submit an application and follow the same process as an initial EASA approval.

D. Revocation of EASA Part 145 Approval. If EASA determines there is a safety failure or a significant failure to comply with the conditions of approval, there may be a complete or partial revocation of a repair station's EASA part 145 approval. Any repair station wishing to contest the revocation of its EASA part 145 approval certificate will have the right of appeal within 21 days against EASA subject to evidence being submitted at the time of the appeal. Any appeal to EASA is addressed to the attention of the Executive Director of EASA to initiate a conflict resolution process. The repair station's EASA approval will remain in temporary suspension awaiting the outcome of any appeal. Should a special audit be necessary, the repair station will incur a separate fee for the cost of this audit. There is no right of appeal to the FAA when EASA revokes or limits a repair station's EASA part 145 approval.

6. ACCEPTANCE OF AIR CARRIER LINE STATIONS.

NOTE: For line stations located outside the United States, the PI may request surveillance assistance, as necessary, from the International Field Office (IFO) having geographic responsibility for the country in which the line station is located.

While the EASA part 145 approval procedure primarily is intended for the acceptance of14 CFR part 145 certificated repair stations located in the United States, it can be extended to the line stations of a U.S. air carrier that holds a 14 CFR part 145 certificate. U.S. air carrier line stations located in the United States can receive EASA approval if the air carrier holds for at least one of its base maintenance facilities a 14 CFR part 145 certificate that is valid for all operated aircraft types, and is able to show that its quality monitoring system covers operations conducted under both certificates and at the line stations. Each line station exercising the privileges of its EASA approval must be listed in the EASA supplement. The PI should ensure that the repair station of the air carrier meets the requirements of 14 CFR part 145 and the repair station OpSpecs include an authorization to perform line maintenance. The air carrier's EASA supplement must also have procedures to allow access for and EASA inspection of each line station at EASA's request. The line station of a U.S. air carrier located outside the United States should submit its request for EASA part 145 approvals to its PMI. The PMI will then contact the EASA headquarters manager of applications and certification and confirm that the foreign line station is acceptable to EASA. The manager can be reached at:

European Aviation Safety Agency
Manager, Application and Certification
Postfach 10 12 53
D-50452 Cologne (Koeln), Germany
Fax: 49 221 8999 099 or 0999
or 49 221 8999 04532
E-mail: Foreign145@easa.eu.int or
EASA Web site http://www.easu.eu.int.

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SECTION 2. INITIAL/AMENDMENT PROCEDURES FOR EASA PART 145 APPROVAL

1. PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites:

- Knowledge of the regulatory requirements of 14 CFR parts 43 and 145
- Knowledge of the requirements of EASA part 145 approval of U.S. repair stations
- Successful completion of the Airworthiness Inspector Indoctrination course(s) or equivalent
- Successful completion of the domestic and foreign repair station training course 21058 or equivalent
- Previous experience with certification or surveillance of 14 CFR part 145 repair stations

B. Coordination. This task requires coordination with the following:

- Applicant (repair station)
- Applicant's PMI or PAI
- FAA regional EASA coordinator
- FAA regional and district offices, as appropriate

2. REFERENCES, FORMS, AND JOB AIDS.

A. References:

- 14 CFR parts 43 and 145
- Order 8300.10, Volume 2, Chapter 161, Introduction to Part 145 Repair Stations
- 8300.10, Vol. 2, Ch. 162, Procedures for Certificating Part 145 Repair Stations/Satellites Located within the United States and its Territories
- 8300.10, Vol. 2, Ch. 164, Evaluate a Part 145 Repair Station and Quality Control Manual or Revision
- 8300.10, Vol. 2, Ch. 168, Evaluate an EASA Supplement to a Repair Station's Manual/Quality Control Manual
- 8300.10, Vol. 2, Ch. 169, Support a Maintenance International Standardization Team Visit
- EASA MIP-G

B. Forms:

- FAA Form 8000-4, Air Agency Certificate
- FAA Form 8000-4-1, Repair Station Operations Specifications
- EASA Form 9, FAA Status Report on EASA Approved FAR Part 145 Repair Station or Application for EASA Approval
- EASA Form 16, European Aviation Safety Agency, U.S.A. Repair Station application for initial/continuation/ amendment of EASA Part-145 approval in accordance with the FAA/EASA MIP agreement

C. Job Aids. **TBD**

3. PREAPPLICATION PHASE.

A. Respond to the Preliminary Inquiry.

(1) Upon receipt of a preliminary inquiry from a repair station seeking to apply for initial EASA part 145 approval, the PI should send the applicant an application packet that includes EASA MIP-G. EASA MIP-G, found at http://www.easa.eu.int/org_appro_en.html or by following the instructions in Section 1, paragraph 3C(4), includes the following:

- Guidance on complying with EASA part 145 special conditions
- A sample EASA supplement
- EASA Form 9 and Form 16

(2) The preliminary inquiry may be made electronically or by letter or facsimile. An applicant is not required to submit an FAA Form 8400-6, Preapplication Statement of Intent (PASI).

NOTE: An applicant seeking approval under EASA part 145 must hold a valid repair station certificate issued under 14 CFR part 145 and be located in the United States. An applicant may not apply concurrently for a repair station certificate and EASA approval.

B. Conduct Preapplication Discussions. An applicant should conduct a thorough review of the material contained in the application packet to determine the personnel, facility, equipment, procedural, and documentation requirements it must address. After the applicant has reviewed the packet, the inspector should resolve any questions the applicant may have regarding EASA part 145 approval. The applicant already has a 14 CFR part 145 certificate; therefore, the inspector should be familiar with the applicant, and any questions regarding the preparation of the application may be resolved verbally.

(1) Completion of the EASA Supplement. During any preapplication discussions, the requirements for the completion of the EASA supplement to the applicant's RSM should be reviewed. The applicant should be encouraged to use EASA MIP-G for guidance in developing the EASA supplement to its RSM. Guidance for evaluating an EASA supplement is in vol. 2, ch. 168. The EASA supplement should allow the user to understand its content without further explanation and must not contradict any regulatory requirements.

NOTE: It is the applicant's responsibility to develop a supplement that ensures safe operating practices and compliance with EASA requirements and guidance material. The inspector can offer suggestions for improvement but must not write the material.

(2) Evidence of Need. The applicant should obtain evidence of its need for EASA part 145 approval. This evidence may be a letter of intent, contract, or work order from an EASA AMO or an organization that performs maintenance services for a European-registered aircraft, an EASA-approved 14 CFR part 145 repair station located in the United States, an EASA-approved Transport Canada Civil Aviation AM573 certificated maintenance organization located in Canada, or a European airline or air taxi operation.

(3) EASA Form 16 and Payments. The applicant should complete EASA Form 16 and submit any required payments.

NOTE: An initial approval fee should be sent to the EASA account specified on EASA Form 16. EASA will send the repair station an invoice regarding fees that are due payment once the certification package is received with a positive recommendation from the FAA. Electronic transfers should quote the information on page 2 of the latest version of EASA Form 16. The fee is nonrefundable and must be paid in European currency (Euros). (The EASA fee schedule can be found on the EASA Web page; see the EASA Web site, http://www.easa.eu.int.) The fee for initial certification is 1500.00 Euros or $1,965.00; the continuation fee is 1200.00 Euros or $1,572.00 at the current rate of exchange. Be advised that fees are subject to change. Repair stations should monitor the EASA Web site for future fee and address information. The applicant should not contact its local FSDO regarding fees. Any and all fees associated with EASA are not the responsibility of the FAA.

4. FORMAL APPLICATION PHASE.

A. Receive the Formal Application. The PI must ensure all documents have been submitted and are complete.

(1) Initial Application. For an initial application for EASA approval, the applicant must submit EASA Form 16 in duplicate. The applicant also should submit two copies of its EASA supplement to its RSM/Quality Control Manual (QCM) and evidence of the need for EASA part 145 approval. The proposed EASA supplement should conform with the sample EASA supplement contained in MIP-G and/or in vol. 2, ch. 168. (The FAA requires that two copies of the EASA supplement be submitted. Once accepted by the FAA, one copy will be returned to the

repair station, and the second copy will remain on file at the FAA office).

(2) Amendment of Approval. The FAA procedures for processing a request for an amendment of EASA approvals are similar to those used to process a request for initial EASA approval, including the evidence of the repair station's need for EASA approval. The repair station must submit two copies of EASA Form 16 and any corresponding revisions to its EASA supplement. An amendment of acceptance is necessary for changes to a repair station's name, ownership, location, or ratings.

(3) Fees. An initial approval fee should be sent to the EASA account specified on EASA Form 16. EASA will send the repair station an invoice regarding fees that are due payment once the certification package is received with a positive recommendation from the FAA. (EASA Regulation (EC) No. 488/2005 provides a fee schedule. Refer to the EASA Web site http://www.easa.eu.int.) Applicants should monitor the EASA Web site for future fees and address information. Applicants should not contact their local FSDO regarding fees; any and all fees associated with EASA are not the responsibility of the FAA.

NOTE: The inspector should ensure that the applicant is aware that application for EASA part 145 approval requires payment of a fee; however, the inspector is not required to determine if the applicant has paid the fee.

B. Evaluate the Application Package. The inspector must determine whether to continue with the EASA approval process based on an initial survey of the application package. The inspector should verify the applicant has submitted a completed EASA Form 16, EASA supplement, and evidence of its need for EASA part 145 approval. (Guidance for evaluating an EASA supplement is in vol. 2, ch. 168).

C. Conduct Further Application Discussions. Any open questions concerning the package must be answered before proceeding to the next phase. This can be accomplished through meetings, correspondence, or any other effective means.

5. DOCUMENT COMPLIANCE PHASE.

A. Review the Application Package. The inspector must review the content of each submitted document for compliance with EASA requirements. The EASA supplement to the applicant's RSM/QCM should be reviewed in accordance with EASA MIP-G (see vol. 2, ch. 168). The inspector should review the applicant's EASA Form 16 for completion and ensure that evidence of the applicant's need for EASA approval has been included.

NOTE: Not all EASA special conditions identified in MIP-G and vol. 2, ch. 168 apply to all repair stations. Some elements only apply to airframe-rated repair stations.

B. Document Any Deficiencies. If deficiencies are found in any document, the inspector should return it to the applicant with a letter outlining the deficient areas. The inspector also should inform the applicant that the application process will not continue until all document deficiencies have been corrected.

6. DEMONSTRATION AND INSPECTION PHASE.

A. Review for Initial Approval. During initial certification, the PI should ensure through review of the supplement and on-site visit that the applicant has the capability to meet the following:

(1) The assigned inspector will perform an inspection of the repair station for compliance with 14 CFR parts 43 and 145 and the EASA supplement. The inspector is not required to check for compliance with parts 43 and 145 if the repair station was subject to an inspection within the past 90 days and no findings or discrepancies were found.

(2) The inspector must review the repair station's compliance with those items specified on EASA Form 9, as applicable.

(3) The inspector will also perform the following:

(a) Confirm that the applicant's EASA supplement generally is available throughout the facility; and

(b) Verify that the applicant has established an effective internal quality audit and is correcting any findings or discrepancies identified. For an initial application this may be accomplished by reviewing the EASA manual supplement and ensuring the internal quality system meets the requirements of vol. 2, ch. 168 and EASA MIP-G.

(c) When reviewing the findings of the repair station's internal quality system/internal quality audit's findings, the inspector should regard the internal quality system findings as a self-disclosure process and should not process violations on these findings. The inspector should recommend to the repair station that it submit the identified findings in accordance with FAA voluntary disclosure procedures. However, if the inspector notes findings that represent intentional violations or systemic problems within the repair station, normal FAA investigation procedures should be followed. Note that under the agreement, EASA recognizes the FAA self-disclosure process when the repair station meets the guidance provided in AC 00-58, Voluntary Disclosure Reporting Program. Freedom of Information Act (FOIA) restrictions would not apply in the case of EASA being notified of the corrective action plan, because the findings may directly impact their certificate. Form 9 should be completed, identifying the findings, and the corrective action plan should be attached.

B. Inspect Applicants Seeking Amendment of Acceptance. Depending on the nature of the proposed amendment, it may be necessary for the FAA to perform a limited inspection of the repair station seeking an amendment of its EASA part 145 approval.

C. Analyze and Document Any Deficiencies.

(1) If deficiencies are noted, the inspector must brief an appropriate representative of the repair station at the end of the inspection, confirm any findings, notify the applicant in writing within 2 weeks, and if appropriate, meet with the applicant to review the deficiencies in detail.

(a) For an initial application, all deficiencies noted by the inspector must be corrected within 60 days of the inspector's notification to the applicant. If the deficiencies have not been corrected within 60 days, the inspector will terminate the application. The inspector may extend the 60-day period if the applicant demonstrates an ability and willingness to correct the noted deficiencies.

(b) For an initial application, the inspector must not forward EASA Form 9 or any accompanying material to EASA until the applicant corrects all significant findings/discrepancies. If the applicant is applying for initial acceptance and has an alleged FAA 14 CFR part 43/145 finding/discrepancy being processed for possible enforcement action, the inspector will advise EASA of the enforcement action on EASA Form 9 but cannot withhold a positive recommendation. The decision for EASA approval lies with EASA; the FAA obligation is to advise EASA of the findings/discrepancy.

(2) The applicant must notify the inspector when all deficiencies have been corrected, if corrective action must be taken in order for the process to continue. Each deficiency and corrective action must be documented and recorded in the applicant's certification file. The inspector must notify the FAA regional EASA coordinator of all deficiencies that have not been corrected, any problem that may result in denial of initial EASA approval, any issues that require consultation with EASA, or any other actions that must be coordinated with EASA by the applicant.

NOTE: All nonrecommendation for EASA approvals (initial/continuation/ amendment) should be coordinated with the FAA regional EASA coordinator. The regional office EASA coordinator should act as the point of contact between the FAA and EASA.

7. EASA APPROVAL PHASE.

A. Prepare EASA Form 9.

(1) To recommend EASA part 145 approval of an applicant, the inspector should be satisfied with the proposed EASA supplement, any amendments (if applicable), and any inspections the FAA has performed. The inspector will recommend acceptance of the applicant to EASA by preparing EASA Form 9.

(2) On page 1 of EASA Form 9, each block must be checked Yes or N/A, as applicable. This is an initial approval; therefore there should be no outstanding findings.

NOTE: The PI should insert "YES" in the last block at the bottom of page 1 of EASA form 9, which indicates the EASA supplement has been accepted by the FAA.

(3) For an initial certification the inspector must not forward EASA Form 9 or any accompanying material to EASA until the repair station corrects all significant findings/discrepancies. If the repair station is applying for an initial EASA approval and has an alleged finding/discrepancy being processed for

possible enforcement action, the inspector will advise EASA of the enforcement action on EASA Form 9 but cannot withhold a positive recommendation.

(4) Inspectors must not delay or submit EASA Form 9 with a nonrecommendation based on pending enforcement actions or an enforcement action that has not been dispositioned by FAA legal council.

B. Report Repair Station Status Changes on EASA Form 9. Report any change to the status of the repair station 14 CFR part 145 certificate, such as surrender, suspension, or revocation, and any serious failure of the repair station to comply with 14 CFR part 145 that could result in certificate action. The inspector will report this information on EASA Form 9. For reporting uncorrected findings or discrepancies, the inspector will leave the date-corrected column blank. Revocation of a repair station 14 CFR part 145 certificate automatically invalidates its EASA approval.

(1) Recommendation. EASA recommends that the following items are reportable as recommendations when the repair station has taken corrective action, or has submitted a plan for corrective action that the FAA has accepted. Any enforcement action taken as a result of the findings/discrepancies will not effect the FAA providing EASA with a recommendation for continuation of the repair station's EASA part 145 approval. The corrective action plan must be attached to Form 9.

- Serious failure to comply with EASA requirements
- Overall failure to comply with the EASA supplementary conditions
- Failure to use FAA-approved data for major repairs/alterations/ modifications
- Failure of the repair station to maintain a working quality monitoring system

(2) Nonrecommendation. The FAA should provide EASA with a nonrecommendation when the FAA has found significant safety issues using the criteria above and corrective action has not been taken or the FAA has not accepted a plan for corrective action. EASA may elect not to authorize continuation approval or amend an EASA approval until corrective action has taken place or a plan for corrective action has been accepted by the FAA and submitted with EASA Form 9.

NOTE: Withdrawal of FAA certification will result in withdrawal of EASA approval because EASA certification is based on compliance with 14 CFR part 145 and EASA special conditions. The FAA obligation under the agreement is to inform EASA of findings, thereby allowing EASA to make the final determination of the action to be taken.

C. Process the Recommendation for EASA Part 145 Approval. The inspector will send the following items by mail, facsimile, or electronic mail to European Aviation Safety Agency, Manager, Application and Certification, Postfach 10 12 53, D-50452 Cologne (Koeln), Germany; fax 49 221 8999 099 or 0999; e-mail Foreign145@easa.eu.int or Web page http://www.easa.eu.int.

- EASA Form 9
- EASA Form 16
- A copy of the applicant's FAA certificate and OpSpecs
- Any line station appendix from the EASA supplement, if appropriate

NOTE: PI may e-mail the certification package to EASA, provided the EASA Forms 16 and 9 contain electronic signatures. The FAA OpSpecs and certificate must be e-mailed as a PDF file to: Foreign145@easa.eu.int.

D. Receive Copy of EASA Part 145 Approval. After EASA receives a completed recommendation from the FAA and is satisfied that the applicant meets all regulatory requirements, it will send an EASA part 145 approval certificate and an invoice regarding fees that are due payment to the repair station. The inspector should ensure that the repair station has a provision in the EASA supplement to forward a copy of the EASA continuation approval letter to the inspector. EASA will list the applicant as EASA part 145-approved in the list of EASA-approved part 145 organizations, which can be obtained on the EASA Web site.

8. TASK OUTCOMES.

A. Complete PTRS.

B. Complete the Task. Completion of the task will result in the following:

(1) For a successful application:

(a) Issuance of an EASA part 145 approval certificate to the applicant by EASA.

(b) Revision of OpSpec A001, Issuance and Applicability, of a new applicant's OpSpecs to include the following (or equivalent) language: "The repair station specified on these OpSpecs is performing maintenance and/or alteration of aircraft and/or aeronautical products to be installed on aircraft under the terms and conditions of BASAs and associated MIPs." This is paragraph c of OpSpec A001 for domestic U.S. repair stations. Paragraph d of OpSpec A001 is only used by FAA International Field Offices (IFO) working under a BASA/MIP.

(c) Updating the Vital Information Subsystem (VIS) by completing all relevant data fields to indicate that the applicant is EASA-approved.

(d) Returning one copy of the EASA supplement to the applicant.

(e) Filing a copy of the EASA supplement, EASA Form 16, and EASA Form 9 in the applicant's office file.

(2) For an unsuccessful application, because the applicant terminated the process or failed an inspection, all copies of the EASA supplement and EASA Form 16 will be returned to the applicant with a letter explaining all deficiencies.

C. Document the Task. File all supporting paperwork in the repair station's office file; this includes EASA Form 16, EASA Form 9, and a copy of the evidence of need provided by the repair station. Update the VIS. The inspector also will enter on the repair station file that the applicant will be FAA-certificated, EASA-approved, and add EASA supplement aspects to all future FAA inspections of the applicant's facility. A copy of the applicant's EASA supplement together with its 14 CFR part 145 RSM/QCM will be maintained at the FSDO. EASA does not require a copy of either the applicant's manual or EASA supplement.

9. FUTURE ACTIVITIES.

A. Surveillance Planning. When the EASA part 145 approval process is complete, surveillance planning and scheduling for the applicant must be revised to include surveillance and inspections for compliance with 14 CFR part 145 and EASA special conditions.

B. MIST Visits. Although JAA MIST visits are separate from the inspections discussed earlier in this chapter, they will provide information valuable to inspectors. Such teams will visit each FAA region every 1 to 2 years to sample standards of compliance achieved by 14 CFR part 145 applicants who are EASA-approved under the BASA/MIP process. In most cases, the MIST performs a snapshot audit of a number of 14 CFR part 145 , but may perform a more in-depth inspection in any particular case. The PI assigned to an applicant being visited by a MIST will accompany the MIST during the visit. (See vol. 2, ch. 169 for MIST procedures).

> **NOTE: The MIST teams identified above were a JAA function for many years. EASA will continue the JAA MIST team process by using and adopting the JAA system. EASA will assume its own version of MIST visits in the future once the standards organizations of EASA develop policies and procedures for sample audits under a BASA/MIP.**

SECTION 3. PROCEDURES FOR EASA CONTINUATION APPROVAL

1. PREREQUISITES AND COORDINATION REQUIREMENTS. (Same as Section 2, paragraph 1.)

2. REFERENCES, FORMS, AND JOB AIDS. (Same as Section 2, paragraph 2.)

3. EASA PART 145 CONTINUATION APPROVAL PROCESS.

A. Report Changes to the 14 CFR Part 145 Certificate. During the 2-year period the repair station's EASA approval is valid, the inspector will report to EASA any change in the status of the repair station's 14 CFR part 145 certificate, such as its surrender, suspension, or revocation, and any serious failure of the repair station to comply with 14 CFR part 145 that could result in FAA taking certificate action. The inspector will report this information on EASA Form 9. For reporting of uncorrected findings or discrepancies, the inspector will leave the date corrected and file reference columns blank. The inspector should attach any plan for corrective action to EASA Form 9. Revocation of a repair station's 14 CFR part 145 certificate automatically invalidates its EASA approval. If EASA fails to issue a continuation approval for any reason other than an enforcement action, the inspector should advise the repair station to contact EASA immediately. EASA will advise the repair station and the FAA inspector if the EASA certificate will remain valid until EASA is able to determine the source of the problem, e.g., administrative or nonpayment of fees.

> **NOTE: Notification to EASA of a violation does not relieve an inspector of the responsibility to process a violation for FAA enforcement action. An FAA inspector, however, cannot process an action for enforcement if the basis for the action is a violation of the EASA special conditions but not a violation of 14 CFR.**

B. Report Failures to Comply with the EASA Supplement. The inspector will also report to EASA any failure of the repair station to comply with its EASA supplement and any other significant findings and discrepancies. This notification is especially critical when a repair station fails to use design engineering data approved by EASA for major repairs or when a repair station fails to carry out internal audits and maintain an independent quality monitoring system. These reports for EASA are made on EASA Form 9.

> **NOTE: Inspections of repair stations seeking EASA continuation approval will be aligned with the existing repair station facility inspection program of the inspector. Should this result in the inspector being unable to process the EASA Form 9 recommendations for continuation before the EASA continuation approval is due, the EASA continuation may need to be adjusted to ensure reasonable alignment with the inspector's program. The inspector must coordinate with EASA through the FAA regional EASA coordinator to extend the EASA continuation date to allow for the accomplishment of the facility inspection at the date specified in the inspector's program. (The intent of the agreement is to recognize the FAA surveillance system. Every effort should be made to include EASA requirements with the PI's annual surveillance program).**

4. DOCUMENT COMPLIANCE PHASE.

A. Review Completed EASA Form 16. The inspector should verify that the repair station has submitted a completed EASA Form 16, EASA supplement revisions (as applicable), and evidence of its need for EASA part 145 approval, if applicable. (Guidance for evaluating an EASA supplement is in vol. 2, ch. 168). The evidence of need may be a letter of intent, contract, or work order from an EASA AMO or an organization that performs maintenance services for a European-registered aircraft, an EASA-approved 14 CFR part 145 repair station located in the United States, an EASA-approved Transport Canada Civil Aviation AM573 certificated maintenance organization located in Canada, or a European airline or air taxi operation.

> **NOTE: Revisions to the repair station's EASA supplement that reflect changed procedures, but do not change the nature of the repair station's EASA**

part 145 approval, must be submitted by the repair station to the inspector for review and acceptance. Once the revision is submitted to the FAA, the repair station may implement the revision unless notified otherwise by the FAA. Submission of EASA Form 16 is not required for such revisions.

B. Review EASA Supplement. The inspector should verify that the repair station has a provision in the EASA supplement to forward a copy of the EASA continuation approval letter to the inspector once receiving it from EASA.

5. DEMONSTRATION AND INSPECTION PHASE.

A. Review/Inspect the Repair Station for EASA Continuation Approval. The PI should ensure through review of the supplement and on-site visit that the repair station has the capability to meet the following:

(1) The assigned inspector will perform an inspection of the repair station for compliance with 14 CFR parts 43 and 145 and the EASA supplement. This is accomplished when the inspector is completing his or her normal annual work program.

(2) The inspector must review the repair station's compliance with those items specified on EASA Form 9.

(3) The inspector will also perform the following:

(a) Confirm that the repair station EASA supplement generally is available throughout the facility; and

(b) Confirm whether any work has been performed for an EASA customer since the last inspection. If work has been or currently is being performed for an EASA customer, the inspector will verify the following:

1. For satisfactory standards and the associated maintenance records for clarity and completeness, or if the product has been returned to the customer, sample the associated maintenance records. The inspector should pay particular attention to the approved data used for major repairs and modifications for aircraft components. The inspector should verify that an FAA Form 8130-3, Airworthiness Approval Tag, approval for return to service document is issued by the repair station.

2. Verify that aircraft maintenance only is performed in the hangar, except in the case of line maintenance performed by a repair station also operating as a 14 CFR part 121 air carrier.

3. Verify that the repair station has established an effective internal quality audit system and is correcting any findings or discrepancies identified.

4. Verify whether air carrier line stations, as applicable, are included in the repair station's internal quality system/internal quality audit system. This is accomplished by reviewing records of the quality monitoring system/internal quality audit system to verify the air carrier/repair station has performed audits of its EASA-accepted line stations as identified in the EASA supplement.

5. When reviewing the findings of the repair station's internal quality system/internal quality audits findings, the inspector should regard the quality system findings as a self-disclosure process and should not process violations on these findings. The inspector should recommend to the repair station that it submit the identified findings in accordance with FAA voluntary disclosure procedures. However, if the inspector notes findings that represent intentional violations or systemic problems within the repair station, normal FAA investigation procedures should be followed. Note that under the agreement EASA recognizes the FAA self-disclosure process when the repair station meets the guidance provided in AC 00-58. Freedom of Information Act (FOIA) restrictions would not apply in the case of EASA being notified of the corrective action plan, because the findings may directly impact their EASA certificate. EASA Form 9 should be completed, identifying the findings, and the corrective action plan should be attached.

B. Review and Complete EASA Form 9. For a repair station seeking EASA part 145 continuation approval, the inspector must ensure the repair station has been subject to two complete inspections during the preceding 2-year period to determine compliance with 14 CFR part 145 and EASA special conditions. The inspector should identify the dates of the previous year's surveillance at the bottom of page 1 of EASA Form 9 marked "FAA OVERSIGHT AUDIT" and the date of the current year's surveillance at the bottom of

page 2 in the recommendation or nonrecommendation block of EASA Form 9. Before completing EASA Form 9, the inspector must be satisfied that the repair station is in compliance with both 14 CFR parts 43 and 145 and with the EASA supplement conditions. Any significant findings/discrepancies found during the preceding 2-year period must be listed together with the corrective action taken on EASA Form 9 and forwarded to the EASA manager of application and certification.

NOTE: If any repair station elects not to pursue an EASA continuation approval, the PMI/PAI will complete an EASA Form 9 with the name, address, and certificate number in the appropriate section. In the FAA oversight section, write NONCONTINUATION and complete the nonrecommendation block. Forward the EASA Form 9 to EASA using the address specified in Section 1, paragraph 11.

C. Analyze and Document Any Deficiencies.

(1) If deficiencies are noted, the inspector must brief an appropriate representative of the repair station at the end of the inspection, confirm any findings, notify the repair station in writing within 2 weeks, and if appropriate, meet with the repair station management to review the deficiencies in detail.

(2) The inspector may allow the repair station to submit a plan for corrective action, depending on the nature of the deficiencies. If the plan for corrective action is satisfactory, the inspector will submit the corrective action plan along with the completed EASA Form 9 recommending the repair station for EASA approval. If the repair station fails to correct the deficiencies or to provide a plan for corrective action prior to the expiration of its EASA approval, the inspector will terminate the repair station continuation approval process, and submit EASA Form 9 to EASA with a nonrecommendation for continuation approval. In the event of unusual circumstances (for example, a short period of time between the inspection and the expiration date), the PI should contact the regional office coordinator, who in turn will advise EASA of the circumstances and obtain EASA concurrence with the FAA recommendation to extend the continuation date. EASA may extend the duration of the repair station EASA approval for a reasonable period of time. It is not necessary for the PI to make adjustments to the OpSpecs or VIS because the short extension authorized by EASA would only lead to duplication of effort.

NOTE: All nonrecommendation for EASA approvals (initial/continuation/ amendment) should be coordinated with the FAA regional EASA coordinator. The regional office EASA coordinator should act as the point of contact between the FAA and EASA.

6. EASA APPROVAL PHASE.

A. Prepare EASA Form 9.

(1) To recommend EASA part 145 continuation approval, the inspector should be satisfied with the proposed EASA revision to the supplement, if applicable, and any inspections the FAA has performed. The inspector will recommend acceptance of the repair station to EASA by preparing EASA Form 9.

(2) EASA Form 9 should be used during the surveillance of the repair station. Page 1 of EASA Form 9 must have the applicable blocks marked Yes or N/A. If a block is marked No, the inspector must identify the finding and/or corrective action on page 2 of EASA Form 9 in the findings/discrepancies block.

NOTE: EASA has added a block at the bottom of page 1 of EASA Form 9. The PI should insert "YES" in the last block at the bottom of page 1. This indicates the EASA supplement has been accepted by the FAA.

(3) For a repair station seeking an EASA continuation approval, the inspector must include on EASA Form 9 a list of the significant findings/ discrepancies found during the preceding 2-year period.

(4) Inspectors must not delay or submit EASA Form 9 with a nonrecommendation based on pending enforcement actions or an enforcement action that has not been dispositioned by FAA legal council. The inspector must submit a recommendation for renewal and describe the potential violation of the findings in the discrepancies block of EASA Form 9.

B. Follow EASA Policy for EASA Form 9 Reporting Requirements.

(1) Report any change to the status of the repair station 14 CFR part 145 certificate, such as surrender, suspension, or revocation and any serious failure of the repair station to comply with 14 CFR part 145 that could result in certificate action. The inspector will report this information on EASA Form 9. For reporting uncorrected findings or discrepancies, the inspector will leave the date-corrected column blank.

(2) If EASA fails to issue a continuation approval for any reason other than an enforcement action, the inspector should advise the repair station to contact EASA immediately. EASA will advise the repair station and the FAA inspector if the EASA certificate will remain valid until EASA is able to determine the source of the problem. (Administrative or non-payment of fees has been a past problem.)

C. Follow EASA Recommendation Policy.

(1) Recommendation. EASA recommends the following items are reportable as recommendations when the repair station has taken corrective action, or has submitted a plan for corrective action that the FAA has accepted. Any enforcement action taken as a result of the findings/discrepancies will not affect the FAA providing EASA with a recommendation for continuation of the repair station's EASA part 145 approval. The corrective action plan must be attached to EASA Form 9.

- Serious failure to comply with EASA requirements
- Overall failure to comply with the EASA supplementary conditions
- Failure to use FAA-approved data for major repairs/alterations/modifications
- Failure of the repair station to maintain a working quality monitoring system

(2) Nonrecommendation. The FAA should provide EASA with a nonrecommendation when the FAA has found significant safety issues using the criteria above and corrective action has not been taken or the FAA has not accepted a plan for corrective action. EASA may elect not to authorize continuation approval or amend an EASA approval until corrective action has taken place or a plan for corrective action has been accepted by the FAA and submitted with the EASA Form 9.

NOTE: Withdrawal of FAA certification will result in withdrawal of EASA approval because EASA certification is based on compliance with 14 CFR part 145 and EASA special conditions. The FAA obligation under the agreement is to inform EASA of findings, thereby allowing EASA to make the final determination of the action to be taken.

(3) During the 2-year period the repair station's EASA approval is valid, the inspector will report to EASA any change in the status of the repair station's 14 CFR part 145 certificate, such as its surrender, suspension, or revocation, and any serious failure of the repair station to comply with 14 CFR part 145 that could result in FAA taking certificate action. The inspector will report this information on EASA Form 9. For reporting of uncorrected findings or discrepancies, the inspector will leave the date corrected and file reference columns blank. The inspector should attach any plan for corrective action to EASA Form 9. The PI should complete EASA Form 9 when a repair station moves or has a relocation that would cause an address change.

D. Process the Recommendation for EASA Part 145 Approval. The inspector will send the following items by mail, facsimile, or electronic mail to European Aviation Safety Agency, Manager, Application and Certification, Postfach 10 12 53, D-50452 Cologne (Koeln), Germany; fax 49 221 8999 099 or 0999 or 49 221 8999 04532; e-mail Foreign145@easa.eu.int or Web page http://www.easa.eu.int.

- EASA Form 9
- EASA Form 16
- A copy of the repair station's FAA certificate and OpSpecs
- Any line station appendix from the EASA supplement, if appropriate

NOTE: The PI may e-mail the certification package to EASA, provided EASA Form 16 and 9 contain electronic signatures. The FAA OpSpecs and certificate must be e-mailed as a PDF file to Foreign145@easa.eu.int

E. Receive a Copy of EASA Part 145 Continuation Approval. After EASA receives a completed recommendation from the FAA, is satisfied that the repair station meets all regulatory requirements, and obtains proof of any required fee payment, it will forward an EASA part 145 continuation approval letter to the repair station. EASA will list the repair station as EASA part 145 approved in the list of EASA-approved part 145 organizations, which can be obtained on the EASA Web site.

7. TASK OUTCOMES.

A. Complete PTRS.

B. Complete the Task. Completion of the task will result in the following:

(1) For a successful application:

(a) Issuance of an EASA part 145 continuation approval letter by EASA.

(b) Updating the VIS by updating all relevant data fields to indicate that the repair station is EASA-approved.

> **NOTE: When updating VIS block 2, the next continuation approval due date will be calculated using 2-year intervals from the initial approval date. However, it is preferred that the ASI visit the EASA Web page for EASA foreign approvals and use the same continuation date as recorded on the EASA Web site noting that the EASA date is recorded by day/month/year and every 2-years thereafter. (EASA Foreign Approval web address http://www.easa.eu.int/home/rulemaking (click on Maintenance, then click on the American flag, click on PDF file for the U.S. list of approved organizations).**

(c) Returning one copy of the EASA revised supplement/section to the repair station, as applicable.

(d) Filing a copy of the EASA revised supplement/section, EASA Form 16, and EASA Form 9, including any plan for corrective action, in the repair station's office file.

(e) Document the Task. File all supporting paperwork in the repair station's office file; this includes EASA Form 16, EASA Form 9, and a copy of the evidence of need provided by the repair station. Update the VIS. The inspector also will enter on the repair station's file that the repair station will be FAA-certificated, EASA-approved, and add EASA supplement aspects to all future FAA inspections of the repair station's facility. A copy of the repair station's EASA supplement together with its 14 CFR part 145 RSM will be maintained at the FSDO. EASA does not require a copy of either the repair station's manual or EASA supplement.

(f) Once a copy of the EASA letter of continuation approval is received from the repair station, the inspector should place that copy in the repair station file.

(2) For an unsuccessful or nonrecommendation for EASA continuation approval:

(a) Return both copies of the EASA supplement and EASA Form 16 to the repair station.

(b) Contact the regional coordinator and describe the situation that provoked the nonrecommendation for continuation approval.

(c) Retain a copy of EASA Form 9 and 16 and supporting information in the repair station's office file.

(d) Any repair station wishing to contest the revocation or nonrecommendation of continuation approval of its EASA part 145 certificate will have the right of appeal within 21 days against EASA subject to evidence being submitted at the time of the appeal. Any appeal to EASA is addressed to the attention of the Executive Director of EASA to initiate a conflict resolution process. The repair station's EASA approval will remain in temporary suspension awaiting the outcome of any appeal. Should a special audit be necessary, the repair station will incur a separate fee for the cost of this audit. There is no right of appeal to the FAA when EASA revokes or limits a repair station's EASA part 145 approval.

8. FUTURE ACTIVITIES.

A. Surveillance Planning. When the EASA part 145 continuation approval process is complete, surveillance planning and scheduling for the repair station must be revised to include surveillance and

inspections for compliance with 14 CFR part 145 and EASA special conditions.

B. MIST Visits. Although JAA MIST visits are separate from the inspections discussed earlier in this chapter, they will provide information valuable to inspectors. Such teams will visit each FAA region every 1 to 2 years to sample standards of compliance achieved by 14 CFR part 145 repair stations that are EASA-approved under the BASA/MIP process. In most cases, the MIST performs a snapshot audit of a number of 14 CFR part 145 repair stations, but may perform a more in-depth inspection in any particular case. The PI assigned to a repair station being visited by a MIST will accompany the MIST during the visit.

NOTE: The MIST teams identified above were a JAA function for many years. EASA will continue the JAA MIST team process by using and adopting the JAA system. EASA will assume its own version of MIST visits in the future once the standards organizations of EASA develop policies and procedures for sample audits under a BASA/MIP.